Wyoming Boulevard Widening

Academy Boulevard to San Antonio / Harper

MAP-4061(901)06
CN L3019

Environmental Assessment

City of Albuquerque

March 2009

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Albuquerque, Bernalillo County, New Mexico

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Submitted pursuant to 42 U.S.C. 4332(2)(c)

New Mexico Department of Transportation
City of Albuquerque

This environmental assessment was prepared under the direction of Savina Garcia, Wilson and Company, Inc. This environmental assessment was prepared by Eric Johnson, Marron and Associates, Inc.

3/13/09
Date of Approval

City of Albuquerque Project Engineer

3/27/09
Date of Approval

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1.0 SUMMARY

The City of Albuquerque, in cooperation with the New Mexico Department of Transportation (NMDOT), is preparing plans to widen Wyoming Boulevard between Academy Road and San Antonio Drive / Harper Road (see Appendices A, B, and C). The Wyoming Boulevard Widening Project has project number MAP-4061(901)06 and control number (CN) L3019. It is listed in the 2030 Metropolitan Transportation Plan (Metropolitan Transportation Board, 2007) under project identification number 585.1.

In compliance with the National Environmental Policy Act (NEPA), project planning includes the preparation of an environmental assessment (EA). The EA also documents the need to prepare an environmental impact statement (EIS) if significant environmental impacts are identified. This environmental document has been prepared in accordance with the NMDOT *Location Study Procedures* (NMDOT, 2000) and FHWA Technical Advisory T 6640.8A, 23 Code of Federal Regulations (CFR) Parts 771 and 772, and other applicable guidelines and regulations. If no significant environmental impacts are identified, a finding of no significant impact (FONSI) will be prepared and distributed. The FONSI will address any concerns raised during the circulation of the EA, during the public hearing comment period, or regarding coordination or other project aspects with appropriate agencies. This EA concludes that the proposed project is necessary for safe and efficient travel within the project corridor. The project will have no significant adverse social, economic, or environmental impacts of a level that would warrant an EIS.

The City of Albuquerque proposes to widen Wyoming Boulevard to three continuous travel lanes in each direction from the Academy Road intersection to the San Antonio Drive / Harper Road intersection. The roadway improvements would use the same roadway alignment. Additional lane space would be obtained by narrowing the median and expanding the roadway slightly to the east. Three continuous northbound and three continuous southbound lanes (11-12 feet wide) would be constructed between Academy Road and San Antonio Drive / Harper Road. A bike lane will be added to each side of the roadway. There would not be any bus pullouts. Mill and inlay paving along with new pavement and new curbs and gutters would be used to improve and widen the roadway. The median width would vary from 14 to 36 feet.

The 22.4-acre project corridor is located along Wyoming Boulevard within existing City of Albuquerque right-of-way and a City of Albuquerque easement on Albuquerque Academy land. The project would affect approximately 22.4 acres of land. Short-term construction impacts would affect 5-10 acres of land at any one time. Excavation depth would typically be 4 feet or less for most construction. The project would have short-term impacts to surface water. The construction contractor and City of Albuquerque will obtain coverage under the National Pollutant Discharge Elimination System (NPDES) permit for general construction activity regulated by the Clean Water Act. This will include all necessary documentation including Notice of Intent (NOI), SWPPP, Notice of Termination (NOT), and implementation of BMPs. The City of Albuquerque will ensure that the project is complies with long-term NPDES permit requirements including rules for regulated municipal separate storm sewer systems (MS4s). A City of Albuquerque fugitive dust control permit will be obtained. Widening of Wyoming Boulevard is not expected to change adjoining land uses, contribute to new development, or change the community character.

2.0 PURPOSE AND NEED, HISTORY, AND EXISTING CONDITIONS

2.1 Project Purpose and Need

The purpose of the Wyoming Boulevard Widening project is to reduce congestion and provide uniformity of lane configurations between Academy Road and San Antonio Drive / Harper Road. The project also would provide improve multi-modal transportation through the Wyoming Boulevard Corridor for bicycles, pedestrians, and buses. The Mid-Region Council of Government's (MRCOG) 2030 Metropolitan Transportation Plan indicated that Wyoming Boulevard between Academy Road and Burlison Drive was approaching congestion with afternoon peak hour delays of 35-45 seconds (Metropolitan Transportation Board, 2007). The current lane configuration with a northbound lane disappearing at Burlison Drive creates a choke point for traffic where the level of traffic congestion increases. The Burlison Drive intersection is also the main entrance to the Albuquerque Academy. High vehicle and pedestrian traffic volumes at this entrance at the beginning and end of the school day create congestion.

2.2 Project History

Wyoming Boulevard was constructed for use as a principal arterial. The original configuration consisted of two northbound and two southbound lanes in the 1960s. Since that time, an additional northbound lane was added between Academy Road and Burlison Drive and a southbound lane was added between Academy Road and Cubero Drive (see Appendices A, B, and C).

The 2030 Metropolitan Transportation Plan classifies Wyoming Boulevard as a principal arterial. The plan listed Wyoming Boulevard between Academy Road and Paseo del Norte for proposed lane additions as a financially constrained project. The roadway is also proposed for long-term incorporation in Albuquerque's Intelligent Transportation System (ITS) (Metropolitan Transportation Board, 2007). The City of Albuquerque identified this project to take forward into construction during Fiscal Year 2009.

2.3 Traffic Conditions

Currently the lanes (11-feet to 12-feet wide) are configured as follows:

- Three northbound and three southbound lanes between Academy Road and Cubero Drive;
- Three northbound and two southbound lanes between Cubero Drive and Burlison Drive; and
- Two northbound and two southbound lanes between Burlison Drive and San Antonio Drive / Harper Road.

A 6-foot wide sidewalk is currently located on the west side of Wyoming Boulevard, and an 8-10 foot wide meandering trail is located on the east side of Wyoming Boulevard. The unimproved median varies from 16 feet to 36 feet in width. Box culverts allow the South Pino Arroyo storm water runoff to flow under Wyoming Boulevard. The intersections at Academy Road, Burlison Drive, and San Antonio Drive / Harper Road are signalized. There are bus pull-outs at some of the bus stops along Wyoming Boulevard. A buried storm drain pipe extends for approximately 700 feet south of the South Pino Arroyo and allows storm water runoff to flow into the arroyo.

Accident data for the Wyoming Boulevard corridor was collected from the NMDOT Consolidated Highway Data Base, provided by the NMDOT Traffic Safety Bureau. A total of 153 crashes were recorded within the study area for the three-year period from 2005 through 2007. The data collected includes Wyoming Boulevard and the intersection approaches along Academy Road, Burlison Drive, and San Antonio Drive/Harper Road. Of the 153 crashes recorded, 101 were property damage only, 52 were injury crashes, and no fatal crashes were recorded. The predominant crash types were rear-end (44%) and sideswipe (same-direction) (31%). Major contributing factors were driver in-attention, improper driving, and following too close. Other types of crashes included 21 left turn, 10 driveway/driveway maneuver, three fixed objects, one over turn, one pedestrian, and one other. Approximately 2% of the collisions included drivers that had been under the influence of alcohol. Accident data for the Wyoming Boulevard corridor was collected from the NMDOT Consolidated Highway Data Base, provided by the NMDOT Traffic Safety Bureau (see Appendix D).

An analysis of the crashes that occurred within the study area indicates that the corridor does not have any significant deficiencies that result in crashes. The predominant rear-end type of crash may be a result of the congestion at the intersections, and the sideswipe (same-direction) type of crash may be the result of the change in the number of driving lanes. None of the intersections along the project corridor are among the top 20 intersections by crash rate for years 2001-2004. The three major intersections along the corridor are at or below the average crash rate (Metropolitan Transportation Board, 2007).

The traffic forecast data were provided by the MRCOG and include AM/PM and Daily (AWDT) volumes for the current forecast horizon year of 2030. The data is consistent with the 2030 MTP, and include roadway projects currently programmed, specifically to this project is the proposed additional lane widening of Wyoming Boulevard between Academy Road and Paseo del Norte. The section of the corridor from San Antonio Drive/Harper Road to Paseo del Norte would be constructed in Phase II of the Wyoming Boulevard Widening project. Exhibits summarizing the existing condition traffic flows and the Year 2030 traffic forecasts are provided in Appendix D.

Signalized intersection analyses were completed for the Year 2030 to determine the number of lanes required to provide a Level of Service (LOS) D or better traffic operations. The LOS analyses were completed for the signalized intersections of Wyoming Boulevard with Academy Road, Burlison Drive, and San Antonio Drive/Harper Road. The results show that LOS D or better can be achieved with the implementation of the Build Alternative. A Roadway Segment Analysis was also completed for the Year 2030 to determine the urban street LOS, which is based on average travel speed and urban class. The analysis shows that LOS D can be achieved with the implementation of the Build Alternative.

3.0 ALTERNATIVES CONSIDERED

This section discusses the alternatives under consideration for the Wyoming Boulevard Widening Project. The alternatives were developed through an analysis of roadway and traffic conditions by the City of Albuquerque and Wilson and Company.

3.1 Alternatives Considered but Eliminated from Further Consideration

Since Wyoming Boulevard is an existing roadway through a developed area of Albuquerque, alternatives are limited to the existing roadway alignment. Any alternative alignment would

require substantial right-of-way acquisition and possible relocation of residences, businesses, or facilities at the Albuquerque Academy. For these reasons, a new roadway alignment was not considered feasible and eliminated from further consideration.

3.2 No-Build Alternative

Under the No Build Alternative, the roadway would remain in its current configuration. Three northbound lanes would be maintained between Academy Road and Burlison Drive and two northbound lanes between Burlison Drive and San Antonio Drive / Harper Road. Three southbound lanes would be maintained between Academy Road and Cubero Drive and two southbound lanes between Cubero Drive and San Antonio Drive / Harper Road. No intersection improvements would be constructed and no multi-modal transportation improvements developed. The traffic congestion would become worse in future years, and the choke point where one northbound lane disappears at Burlison Drive would continue to impact traffic flow.

3.3 Preferred Build Alternative

Roadway – The City of Albuquerque proposes to widen Wyoming Boulevard to three continuous travel lanes in each direction from the Academy Road intersection to the San Antonio Drive / Harper Road intersection.

The roadway improvements would use the same roadway alignment. Additional lane space would be obtained by narrowing the median and expanding the roadway slightly to the east. Three continuous northbound and three continuous southbound lanes (11-12 feet wide) would be constructed between Academy Road and San Antonio Drive / Harper Road. There would not be any bus pullouts. Mill and inlay paving along with new pavement and new curbs and gutters would be used to improve and widen the roadway. The median width would vary from 14 to 36 feet. Excavation depth would not exceed 4 feet.

Intersections – The signalized intersections at Academy Road, Burlison Drive, and San Antonio Drive / Harper Road would be reconfigured. Dedicated turn lanes would be constructed at these signalized intersections. Lighting would be installed at the intersections. Dedicated left turn-lanes would be constructed in the median at the North Towne Plaza shopping center entrance, Cubero Drive, and the Holy Cross Lutheran Church entrance. The traffic signals would be installed for the new intersection lane configurations at Academy Road, Burlison Drive, and San Antonio Drive/Harper Road.

Bicycle and Pedestrian Facilities - Six-foot wide on-street bike lanes would also be constructed on each side of the roadway. The existing 6-foot sidewalk would remain in place on the west side of Wyoming Boulevard, and sections of the meandering 8 to 10-foot wide meandering multi-use trail on the east side of Wyoming Boulevard would be reconstructed as needed. A 75-foot long, 10-foot wide pedestrian bridge would be constructed across the South Pino Arroyo on the east side of Wyoming Boulevard.

Drainage – No major drainage improvements are proposed. The box culverts at the South Pino Arroyo would remain in place. Construction activities would not disturb the concrete-lined arroyo channel. Storm water from the roadway would continue to drain into the South Pino Arroyo though gutters and inlets that empty into the arroyo.

Utilities – As part of construction, minor utility adjustments to buried electrical, communication, water, storm drain and wastewater lines would occur during construction, including manhole rim adjustments, valve can adjustments, relocation of fire hydrants, and relocation of curb drop inlets, etc. Signal interconnect facilities currently exist in the corridor and would be maintained.

Right-of-way – The City of Albuquerque owns the right-of-way for the roadway and sidewalk. The City of Albuquerque right-of-way is 6,100 feet long, 106 feet wide, and covers 14.8 acres. The easement on the Albuquerque Academy land is 5,500 feet long, 60 feet wide, and covers 7.6 acres. The easement is used for the multi-use trail that extends along the east side of Wyoming Boulevard. The multi-use trail is on an easement that the city has with the Albuquerque Academy. The City of Albuquerque intends to acquire approximately 0.4-0.6 acres of additional land for this project.

Construction and Sequencing – The project would be constructed as a single phase. Traffic control measures would be used to ensure a continuous traffic flow. At least one lane in each direction would remain open during construction, except for short-term closures of a few hours. Efforts would be made to keep two lanes open in each direction for peak hour traffic. Construction is expected to start during Fall 2009 and take 9 to 12 months.

4.0 AFFECTED ENVIRONMENT

This section describes the existing environmental conditions in the project corridor (see Appendices A, B, and C), evaluates the impacts of the proposed action, and suggests mitigation measures for any environmental impacts that cannot be avoided. The discussion is limited to the Preferred Build Alternative described in Section 3.0.

The No-Build Alternative does not meet the need of the project, and in general, has no effect on the existing environment. However, the No-Build Alternatives may affect some components of the existing environment. Traffic congestion would increase along Wyoming Boulevard. Intersections along the corridor would experience increased delay traffic. At the Burlison Drive intersection, northbound traffic would be affected by the shift from three to two lanes.

4.1 General Project Setting

The 22.4-acre project corridor is located along Wyoming Boulevard within existing City of Albuquerque right-of-way and a City of Albuquerque easement on Albuquerque Academy land.

4.2 Landforms and Geology

Existing Conditions – This part of northeast Albuquerque is situated on flat to slightly sloping land that slopes downward to the west toward the bottom of the Rio Grande Valley and Elephant Butte Reservoir. Elevation of the project corridor from approximately 5400 feet (near San Antonio Drive/Harper Road) to 5440 feet (near Academy Road) above mean sea level (AMSL).

The project corridor is situated in the Rio Grande Subsection, Mexican Highland Section of the Basin and Range Province, which includes much of central and southwestern New Mexico. Basin and range topography is characterized by broad uplands of valley fill between fault-block mountain ranges (Williams, 1986). Surface geology consists of piedmont alluvial deposits.

Underlying geology consists of the Santa Fe Group, which contains the principal aquifer for Albuquerque's drinking water (Chronic, 1987; New Mexico Bureau of Geology and Mineral Resources, 2003).

Potential Effects and Mitigation Measures – The project would affect approximately 22.4 acres of land. Short-term construction impacts would affect 5-10 acres of land at any one time. Excavation depth would typically be 4 feet or less for most construction. Per NMDOT and City of Albuquerque procedures, the construction contractor will be responsible for obtaining appropriate environmental clearances for materials pits outside the project corridor. Long-term project impacts on geology would result in little change from current conditions.

4.3 Soils

Existing Conditions – Three soil mapping units are found at the property (see Table 3.1). The Tijeras gravelly fine sandy loam (0-3% slopes) covers approximate 50% of the property along the middle part of the corridor. The Embudo-Tijeras complex covers approximately 40% of the property mostly at the southern part of the corridor with a small area at the northern end of the corridor. The Embudo gravelly fine sandy loam (0-5% slopes) occurs near the South Pino Arroyo in the northern part of the corridor.

Table 4.1 Project Corridor Soils

Soil Mapping Unit	Permeability	Runoff	Water Erosion Hazard
Tijeras gravelly fine sandy loam	Moderate	Medium	Moderate
Embudo-Tijeras complex	Moderate to very rapid	Medium	Moderate
Embudo gravelly fine sandy loam	Moderate to very rapid	Medium	Moderate

Source: Natural Resources Conservation Service (1977)

Potential Effects and Mitigation Measures – Short-term construction impacts would disturb 5-10 acres of soils at any one time. Prior to starting construction, the construction contractor would prepare a Storm Water Pollution Prevention Plan (SWPPP) identifies best management practices (BMPs) to minimize soil erosion and transport of sediment and contaminants. Long-term project impacts would affect 22.4 acres of previously disturbed soils. Most soils would be covered with hard surfaces, such as concrete or asphalt, but remaining exposed soils would be reseeded.

4.4 Water

Existing Conditions – The only surface water consists of ephemeral water flows in the South Pino Arroyo located about 0.1 miles south of San Antonio Drive and Harper Road. The South Pino Arroyo is a concrete lined channel managed by the City of Albuquerque. A bridge along Wyoming Boulevard crosses the arroyo.

Groundwater resources are relatively deep. Depth to groundwater ranges from 300 to 900 feet below the ground surface in the general vicinity of the project corridor (New Mexico Office of the State Engineer, 2009). Groundwater is pumped from wells owned by the Albuquerque Bernalillo County Water Utility Authority for use by homes and residences in northeast Albuquerque.

The project corridor is located outside the 100-year floodplain (Federal Emergency Management Agency, 1983). Floodwaters are confined to the South Pino Arroyo channel.

Potential Effects and Mitigation Measures – The project would have short-term impacts to surface water. The construction contractor and City of Albuquerque will obtain coverage under the National Pollutant Discharge Elimination System (NPDES) permit for general construction activity regulated by the Clean Water Act. This will include all necessary documentation including Notice of Intent (NOI), SWPPP, Notice of Termination (NOT), and implementation of BMPs. The City of Albuquerque will ensure that the project complies with long-term NPDES permit requirements including rules for regulated municipal separate storm sewer systems (MS4s). Compliance with these requirements is expected to minimize surface water quality impacts during and after construction.

The project would not affect groundwater resources. Construction activities would not affect the South Pino Arroyo, and a Section 404 permit would not be required. The project would not modify or impact the 100-year floodplain.

4.5 Wetlands

Existing Conditions – No wetlands are located within the project corridor. Conditions for wetland development are not present at the project corridor because of the absence of adequate water sources and low-lying areas.

Potential Effects and Mitigation Measures – The project would not affect any wetlands.

4.6 Vegetation

Existing Conditions – Previous construction activities have modified native vegetation communities. Prior to being disturbed, native vegetation consisted of Plains-Mesa Grassland, which can be observed in undeveloped parts of the Albuquerque Academy. This vegetation type is dominated by grasses such as blue grama (*Bouteloua gracilis*), galleta (*Hilaria jamesii*), Indian ricegrass (*Oryzopsis hymenoides*), three-awns (*Aristida* spp.) in association with forbs, scattered shrubs, and other grass species (Dick-Peddie, 1993). Plant species observed at the project corridor include blue grama, three-awn grass, London rocket (*Sisymbrim irio*), valley cottonwood (*Populus deltoides* ssp. *wislizenii*), Russian thistle (*Salsola iberica*), sand sage (*Artemisia filifolia*), Siberian elm (*Ulmus pumila*), and ornamental plants. The Siberian elm is classified as a Class C noxious weed, but it has limited occurrence in the project corridor. Control measures are not needed. Approximately 10% of the project corridor contains native vegetation.

Potential Effects and Mitigation Measures – Approximately 2.2 acres of vegetation would be affected by project activities. Approximately 1.1 acres would have temporary disturbance, and 1.1 acres would be covered by the roadway or adjustments to the multi-use trail. The construction contractor will reseed temporary disturbance areas with native species upon the completion of construction.

4.7 Wildlife

Existing Conditions – Wildlife abundance and diversity in the project corridor is low because of the urban environment, limited habitat, and steady traffic on Wyoming Boulevard. Common

birds are limited to species adapted to the urban environment such as house finch (*Carpodacus mexicanus*), house sparrow (*Passer domesticus*), and rock dove (*Columba liva*). Small rodents such as deer mice (*Peromyscus maniculatus*), are also present. The project corridor has little value as wildlife habitat.

Potential Effects and Mitigation Measures – Project activities would affect approximately 2.2 acres of wildlife habitat. Approximately 1.1 acres would have temporary disturbance, and 1.1 acres would be covered by the roadway or adjustments to the multi-use trail. Since wildlife abundance and diversity in the project corridor is low, the project is expected to have little long-term impact on wildlife populations.

4.8 Threatened and Endangered Species

Existing Conditions – Suitable habitat for threatened and endangered species in Bernalillo County listed by the U.S. Fish and Wildlife Service or New Mexico Department of Game and Fish is not present in the project corridor.

Potential Effects and Mitigation Measures – The project would have no effect on species listed by the U.S. Fish and Wildlife Service or New Mexico Department of Game and Fish.

4.9 Cultural Resources

Existing Conditions – The project corridor has been disturbed previously, and any evidence of archaeological sites is no longer visible. Buildings along the corridor are of recent construction (less than 30 years old) and do not qualify as historic structures. No cultural resource sites protected under the National Historic Preservation Act (16 USC 470) are present in the project corridor.

Potential Effects and Mitigation Measures – The project would not affect any protected cultural resource sites.

4.10 Climate and Air Quality

Existing Conditions – Albuquerque has a semi-arid climate. Based on 30-year averages, Albuquerque's average annual temperature is 56.8 degrees Fahrenheit (°F) ranging an average minimum of 23.8 °F in January to an average maximum of 92.3 °F in July. The average annual precipitation is 9.47 inches with more than an inch typically received in the months of July, August, and September (National Climatic Data Center, 2002).

National Ambient Air Quality Standards (NAAQS) have been established for six criteria pollutants: ozone, airborne particulates, carbon monoxide, sulfur dioxide, nitrogen dioxide, and lead. For carbon monoxide, Bernalillo County is in attainment under a limited maintenance plan for carbon monoxide since 1996.

Potential Effects and Mitigation Measures – The project is included in the 2030 Metropolitan Transportation Plan and current Transportation Improvement Program (TIP). The MTP provides data to determine air quality conformity with the Clean Air Act. The FHWA and the Federal Transit Administration reviewed the 2030 Metropolitan Transportation Plan along with the amended Fiscal Year 2006-2011 TIP and Fiscal Year 2008-2013 TIP. The FHWA and FTA

found these documents to be in conformity with the Clean Air Act. The scale of the proposed project is not expected to result in traffic conditions that would affect this air quality conformity determination or result in a NAAQS exceedance.

4.11 Noise

Existing Conditions – NMDOT noise policies and procedures are based on FHWA noise regulations and specified in the New Mexico State Transportation Noise Abatement Policy (CP 86 dated July 18, 2002) and NMDOT noise policies. According to NMDOT's noise policy, noise abatement must be considered when predicted noise levels for a particular land use "approach" or exceed the noise level threshold defined for its activity category, which is 67 decibels (dBA) for land uses along Wyoming Boulevard.

Potential Effects and Mitigation Measures – The project is not expected to change the noise levels for receptors along Wyoming Boulevard. Driving lanes would be added to the inside median and traffic lanes would not be placed any closer to existing noise receptors, including residences and businesses.

4.12 Visual Resources

Existing Conditions – The project corridor is a typical urban roadway located in an urban area with a mixture of urban views of roadways, buildings, and parking lots. The Albuquerque Academy property contains views of open grasslands and landscaped areas. The Sandia Mountains form a backdrop to views of the Albuquerque Academy.

Potential Effects and Mitigation Measures – The project would have minimal modification of views along Wyoming Boulevard. The overall visual context would remain the same. The roadway improvements would not affect views of the Albuquerque Academy or Sandia Mountains.

4.13 Communities and Land Use

Existing Conditions – The City of Albuquerque guides development and provision of community services under the *Albuquerque / Bernalillo County Comprehensive Plan* (City of Albuquerque Planning Department, 2003). The plan sets policy for land use, environmental protection, heritage conservation, and community resource management. Proposed developments must comply with zoning requirements and are subject to development review.

Surrounding land uses are a mixture of commercial, office, residential, and school campus land uses. An apartment complex is located on the southwest corner of Wyoming Boulevard and Academy Road, and the Sycamore Plaza shopping center is located on the southeast corner of Wyoming Boulevard and Academy Road. The Albuquerque Academy campus, consisting of school buildings and open land, adjoins the east side of the project corridor between Wyoming Boulevard and Harper Road. The South Pino Arroyo flows across the northern part of the Albuquerque Academy and flows under Wyoming Boulevard to the south of the San Antonio Drive / Harper Road intersection. The North Towne Plaza is located on the west side of Wyoming Boulevard between Academy Road and Cubero Drive. A dental office is located north of Cubero Drive on the west side of Wyoming Boulevard. Single family homes are located to the west of Wyoming Boulevard between the dental office and Burlison Drive. The Parker-Davis

Plaza commercial and office development is located on the northwest corner of Burlison Drive and Wyoming Boulevard. Cherry Hills Center, consisting of business and medical offices, is located on the southwest corner Wyoming Boulevard and San Antonio Drive. A parking lot and Albertson's supermarket are located at the northwest corner of Wyoming Boulevard and San Antonio Drive. A McDonald's restaurant and the Del Norte shopping center are located on the northeast corner of Wyoming Boulevard and Harper Road.

Potential Effects and Mitigation Measures – The Preferred Build Alternative is compatible with community plans and land use development patterns. Project activities are not expected to negatively impact or modify adjoining land uses. Existing access patterns to adjoining properties would be maintained. The City of Albuquerque will coordinate with the Albuquerque Academy to ensure that adequate safety measures are provided to the school's entrance at Burlison Drive. Providing continuous three northbound lanes at the intersection should remedy the intersection's existing traffic flow related to the shift from three to two northbound lanes at Burlison Drive.

4.14 Socioeconomics and Environmental Justice

Existing Conditions – An analysis of social impacts includes a consideration of disproportionate impacts on specific population groups, loss of community cohesion, changes in accessibility to facilities or services and displacement of people. Economic impacts include effects on business and employment, the local tax bases, and factors that are relevant to local economic conditions.

Socioeconomic data was collected for Census Tract 37.15, east of Wyoming Boulevard, and Census Tract 37.24, west of Wyoming Boulevard (see Table 4.2). Comparative data was also obtained for New Mexico and the Albuquerque Metropolitan Statistical Area (MSA). The majority of the people residing near Wyoming Boulevard are white with a lower percent minority population than found in the Albuquerque MSA. The population tends to be older with median ages of 45.2 years in Census Tract 37.15 and 44.9 years in Census Tract 37.24. Incomes are higher with median household incomes of $64,883 and $55,273 in the census tracts compared with incomes of $39,088 in the Albuquerque MSA and $34,133. Poverty rates follow a similar pattern with rates of 2.2% and 3.5% in the census tracts. The comparable poverty rates are 19.9% in the Albuquerque MSA and 18.4% in New Mexico. Neighborhoods near Wyoming Boulevard are not communities of concern requiring environmental justice consideration.

Wyoming Boulevard is an important retail area for northeast Albuquerque. The North Towne Plaza, restaurants, and a Wal-Mart are located near Academy Road and Wyoming Boulevard. The Parker Davis Plaza, on the northwest corner of Burlison Drive and Wyoming Boulevard, contains a few small stores and offices. An Albertson's grocery store, Walgreens drug store, a McDonald's, and several small retail establishments are located along San Antonio Drive and Harper Road at the north end of the corridor. The Albuquerque Academy is one of the largest private schools in Albuquerque. Several small business and medical offices are located along and near Wyoming Boulevard. These businesses provide employment and tax revenues.

Potential Effects and Mitigation Measures – The project is not expected to produce any population growth or migration in neighborhoods along the Wyoming Boulevard project corridor. Community cohesion and interaction, social values, and quality of life would not be impacted. In terms of environmental justice, the neighborhoods are not communities of concern. The project would benefit drivers by reducing congestion and improving traffic flow. These improvements would provide some indirect benefits to area residents and businesses. No relocations of homes

or businesses would occur. The project would not produce negative impacts on the local economy, tax base, or property values. During construction, there may be occasional redirecting of traffic into the North Towne Plaza and Parker-Davis Plaza shopping centers. Construction would provide approximately 50 short-term construction jobs.

Table 4.2 Population and Economic Characteristics

	New Mexico	Albuquerque Metropolitan Statistical Area	Census Tract 37.15 East of Wyoming	Census Tract 37.24 West of Wyoming
2007 Population	2,053,923	835,120	--	--
2000 Population	1,819,046	712,738	4,459	3,584
2000 Minority Representation				
- White	66.8%	69.6%	90.0%	83.9%
- Black or African American	1.9%	2.5%	1.1%	2.2%
- American Indian	9.5%	5.6%	1.0%	2.0%
- Asian	1.1%	1.7%	3.1%	2.5%
- Pacific Islander	0.1%	0.1%	0.0%	0.1%
- Some other race	17.0%	16.3%	2.6%	7.1%
- Two or more races	3.6%	4.2%	2.2%	2.2%
- Hispanic or Latino (also included in race categories above)	42.1%	41.6%	12.8%	22.2%
2000 Age Characteristics				
- Median age	34.6 years	34.9 years	45.2 years	44.9 years
- Percent under 18 years of age	28.0%	26.3%	21.2%	18.6%
- Percent over 64 years of age	11.7%	11.3%	16.2%	17.9%
1999 Economic Characteristics				
- Median household income	$34,133	$39,088	$64,883	$55,373
- Per capita income	$17,261	$20,025	$34,140	$28,254
- Poverty rate for individuals	18.4%	19.9%	2.2%	3.5%

Sources: Bureau of Business and Economic Research (2008a), Bureau of Business and Economic Research (2008b), U.S. Census Bureau (2002).

4.15 Section 4(f) Properties

Existing Conditions – As part of the Section 4(f) requirements, transportation projects are evaluated for impacts on public parks, recreation areas, wildlife and waterfowl refuges, and historic properties. Project developers are required to avoid such lands unless there is no prudent of feasible alternative to using that land. If such lands are used, the project must take steps to minimize harm to the land.

Potential Effects and Mitigation Measures – No Section 4(f) property would be used by this project. No public parks, recreational areas, wildlife/waterfowl refuges, or historic properties are located within or adjacent to the project corridor.

4.16 Wilderness and Protected Areas

Existing Conditions – No wilderness areas occur along the project corridor.

Potential Effects and Mitigation Measures – The project would not affect any wilderness areas.

4.17 Farmland

Existing Conditions – No cultivated farmland occurs along the project corridor

Potential Effects and Mitigation Measures – No prime farmland or farmland of statewide importance would be affected by the project.

4.18 Right-of-way

Existing Conditions – The City of Albuquerque owns the right-of-way for the roadway and sidewalk. The multi-use trail is on an easement that the city has with the Albuquerque Academy.

Potential Effects and Mitigation Measures – The City of Albuquerque intends to acquire approximately 0.4-0.6 acres of additional land for this project. Affected individuals and organizations would be fairly compensated through the Uniform Relocation Assistance and Real Properties Acquisition Policies Act and other applicable legislation.

4.19 Multi-Modal Transportation

Existing Conditions – Wyoming Boulevard is on the City of Albuquerque's transit system for the Route 31 bus. Several bus stops are located along the project corridor. The multiple use trail along the east side of Wyoming Boulevard is used by bicyclists and pedestrians. This trail continues on four sides of the Albuquerque Academy and is regularly used by pedestrians for exercise. No bike lanes are present on the roadway.

Potential Effects and Mitigation Measures – The project would result in improved conditions for bicyclists and would maintain existing standards for pedestrians and bus riders. New bike lanes would be added to both sides of Wyoming Boulevard. Sidewalks and multi-use trail would have minor adjustments. The bus stops would be modified and the pull-outs eliminated. This would make it easier for buses to reenter traffic.

4.20 Permit Plan/Applications or Requirements

Existing Conditions – Permits would need to be obtained to initiate construction activities.

Potential Effects and Mitigation Measures – As mentioned in Section 4.5, the construction contractor and City of Albuquerque will obtain coverage under the NPDES permit for general construction activity regulated by the Clean Water Act. The City of Albuquerque will also ensure that the project is complies with long-term NPDES permit requirements including rules for regulated MS4s. The construction contractor will obtain a fugitive dust control permit from the City of Albuquerque.

4.21 Utility Adjustments

Existing Conditions – Buried electric, communication, water, and wastewater utilities are buried under the project corridor.

Potential Effects and Mitigation Measures – Existing utilities within the corridor would be located prior to initiating construction. Minor utility adjustments to buried electrical, communication, water, storm drain and wastewater lines would occur during construction, including manhole rim adjustments, valve can adjustments, relocation of fire hydrants, and relocation of curb drop inlets, etc. Signal interconnect facilities currently exist in the corridor and would be maintained.

4.22 Hazardous Substances

Existing Conditions –Hazardous Materials Transportation Act defines hazardous materials as substances or materials that when transported in commerce may create a risk to health, safety, and property. Additional hazardous substances are covered under the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). Petroleum products, if present, could also present a concern to worker health and safety as well as a potential cleanup liability. Marron (2009) conducted an Initial Site Assessment (ISA) for the project corridor.

Potential Effects and Mitigation Measures – The project corridor appears to be free of contaminants. The ISA did not identify any locations where hazardous substances presented a concern. The construction contractor will be responsible for managing hazardous substances in compliance with federal and state laws to ensure that no contamination occurs.

4.23 Construction Activities

Short-term, construction-related inconveniences would be controlled by applicable NMDOT and City of Albuquerque contractor specifications in coordination with area residents. The City of Albuquerque and construction contractor will develop a public information program for construction activities. The construction contractor will implement the following measures to minimize construction related impacts:

- Construction Plan – A construction sequencing and traffic control plan will be prepared.
- Traffic Management/Safety – The construction contractor will keep Wyoming Boulevard and adjoining roadways open with minimal inconvenience to travelers or provide an alternate route. All movements of construction equipment on or across roadways will be performed in a manner that will not endanger travelers.
- Air Quality – Compliance specifications will be strictly administered for all equipment operations and dust-producing aspects of construction operations. A City of Albuquerque fugitive dust control permit will be obtained.
- Noise – Every reasonable effort will be taken to minimize construction noise through abatement measures such as work-hour controls and maintenance of muffler systems.
- Utilities – If utility relocations and adjustments are made during construction, they will be coordinated with distributors and users to ensure minimal interruption of service to the area. The construction contractor will ensure that utilities are off-line for as short a time as possible and that adjustments are not delayed.
- Property Access – Access to properties will be maintained except for very brief intervals.
- Solid Waste – All construction debris and waste will be removed from the construction zone as soon as it is practical and will be managed in accordance with federal, state, and local regulations.

- Recycling – To the extent practical, the construction contractor will recycle roadway materials for reuse on other roadway construction projects.

4.24 Secondary Impacts

Secondary impacts are defined as indirect effects that are caused by an action later in time or farther removed in distance but that are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. The project is expected to have minimal secondary impacts. Opportunities for bicycle travel along Wyoming Boulevard would be improved. Since lands along the project corridor have been developed, little change long-term change is expected in the vicinity of the project. Widening of Wyoming Boulevard is not expected to change adjoining land uses, contribute to new development, or change the community character.

4.25 Cumulative Impacts

Cumulative impacts are defined as the impact that results from the incremental impact of an action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions. Cumulative impacts can also result from individually minor but collectively significant actions taking place over a period of time.

A few roadway projects are proposed or underway in the vicinity of the project and listed in the 2030 Metropolitan Transportation Plan (Metropolitan Transportation Board, 2007). Academy Road west of Wyoming Boulevard was being reconstructed during the first half of 2009. The project consists of roadway widening (adding a bike lane) and median improvements. The project would eventually continue widening of Academy Road and median improvements eastward to Ventura. Phase II of the Wyoming Boulevard project would widen Wyoming Boulevard between San Antonio Drive / Harper Road and Paseo del Norte in 2-3 years. Both of these projects would have similar impacts to the proposed action with soil and vegetation disturbance and need for BMPs for stormwater and a fugitive dust control permits. The projects would create additional short-term construction jobs. The project would slightly change the appearance of the roadway corridors but would have little impacts on other resources and issues such as wildlife, wetlands, noise, air, socioeconomics, and land use. The project is expected to improve vehicle traffic conditions and provide improved facilities for bicycles.

4.26 Irreversible and Irretrievable Commitment of Resources to the Proposed Action

Implementation of the Wyoming Boulevard Widening Project involves a commitment of a range of natural, physical, human, and fiscal resources. Land within the project corridor would be committed for use as a roadway and associated facilities. This use would forego other uses in the foreseeable future, such as considering another land use. At present, there is no reason to believe that such a conversion would ever be necessary or desirable. Fossil fuels, labor, and construction materials would be expended in project construction. Labor and natural resources would be used in the fabrication and preparation of construction materials. Construction would also require a substantial one-time expenditure of public funds, which are not retrievable. These resources would be committed based on the assumption that the project corridor would benefit from improved traffic conditions.

4.27 Relation Between Local Short-Term Use of the Human Environment and Long-Term Productivity

Overall, the improvements to be provided by the proposed project are necessary for ensuring good traffic flow on Wyoming Boulevard. The short-term impacts and use of resources by the proposed project are consistent with the maintenance and enhancement of long-term productivity.

4.28 Conclusion

This EA concludes that the proposed project is necessary for safe and efficient travel within the project corridor. The project would have no significant adverse social, economic, or environmental impacts of a level that would warrant an environmental impact statement. Alternative selection will occur following the completion of the public review period. Unless significant impacts are identified as a result of public review, a finding of no significant impact (FONSI) will be prepared, in accordance with the NMDOT Location Study Procedures, for this proposed action. The FONSI will address any concerns raised during the circulation of the EA, during the public hearing comment period, or regarding coordination of other aspects of the project with appropriate agencies. The FONSI will be used as a basis for federal-aid approval.

5.0 PUBLIC INVOLVEMENT

5.1 Public Involvement and Local Coordination

Throughout the study process, an opportunity was provided to solicit public input and identify project needs, public concerns, community issues, and ensure that the decision making process remained flexible, responsive, and in the best overall interest of project needs.

A public meeting was held at the Cherry Hills Public Library on February 2, 2009. Information on the project was presented to 25 stakeholders who attended the meeting. Issues identified by stakeholders at the meeting included maintaining access to adjoining properties, specifics on proposed improvements, traffic signal phases, coordination with the Albuquerque Academy, traffic management during construction, need for median improvements, and timing of construction of Phase II Wyoming Boulevard Widening between San Antonio Drive / Harper Road and Paseo del Norte.

5.2 Agency Coordination

The City of Albuquerque coordinated with the NMDOT during project planning and preparation of this document (see Appendix D).

MAI Project No. 09004.01

APPENDIX A

Project Corridor Map

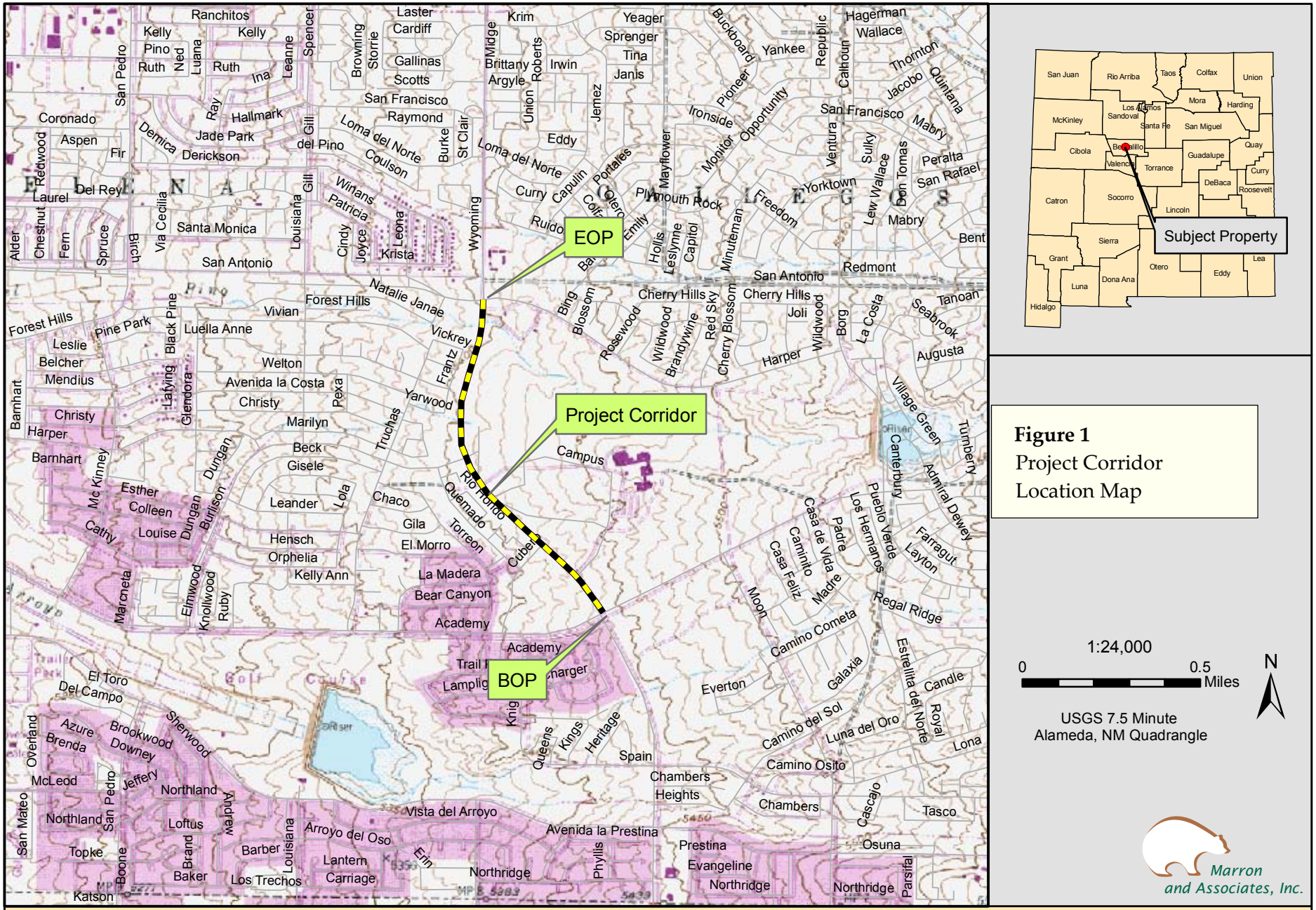
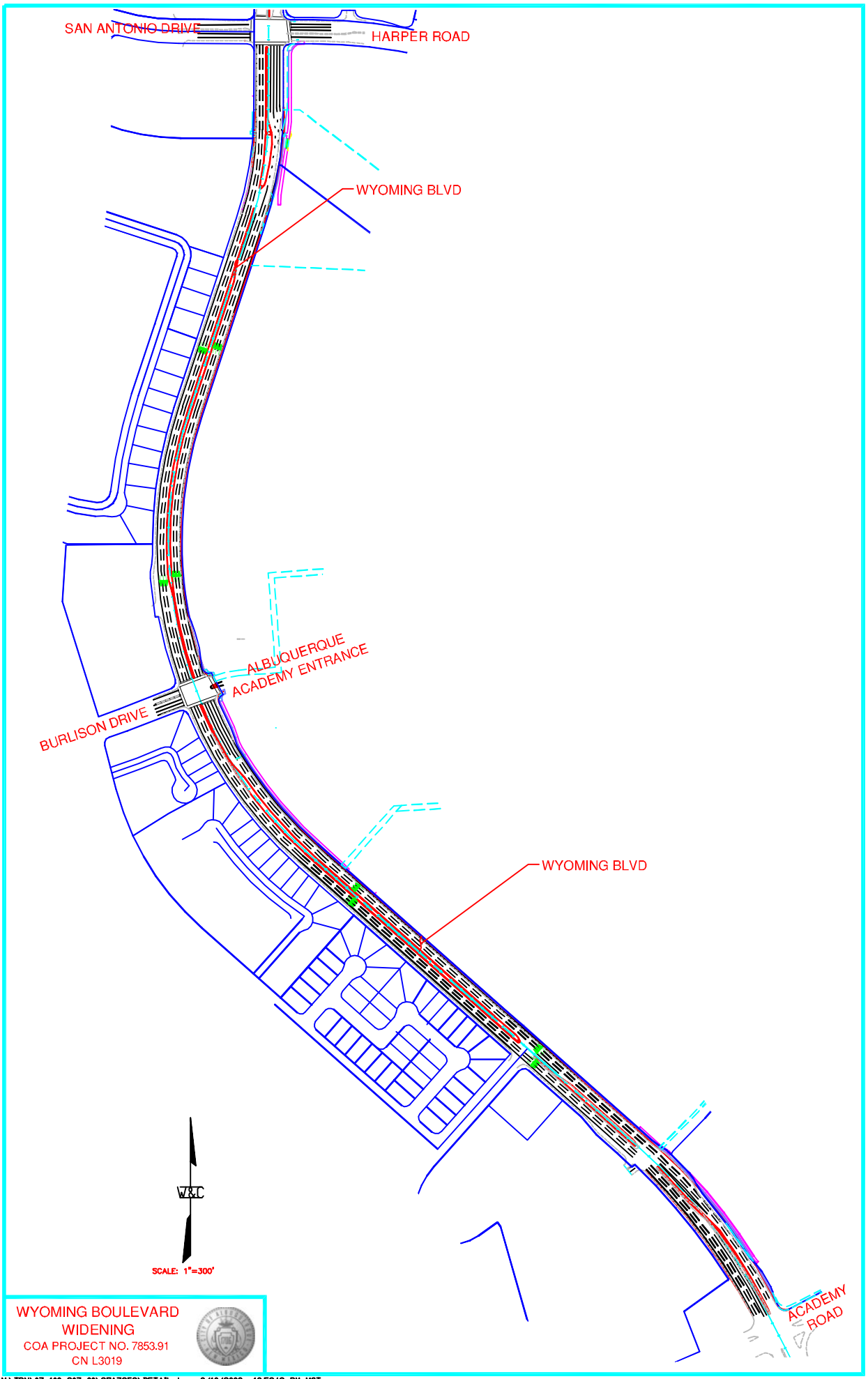


Figure 1
Project Corridor
Location Map

Wyoming Widening- Albuquerque, Bernalillo County, New Mexico

APPENDIX B

Preferred Build Alternative Information



WYOMING BOULEVARD
WIDENING
COA PROJECT NO. 7853.91
CN L3019

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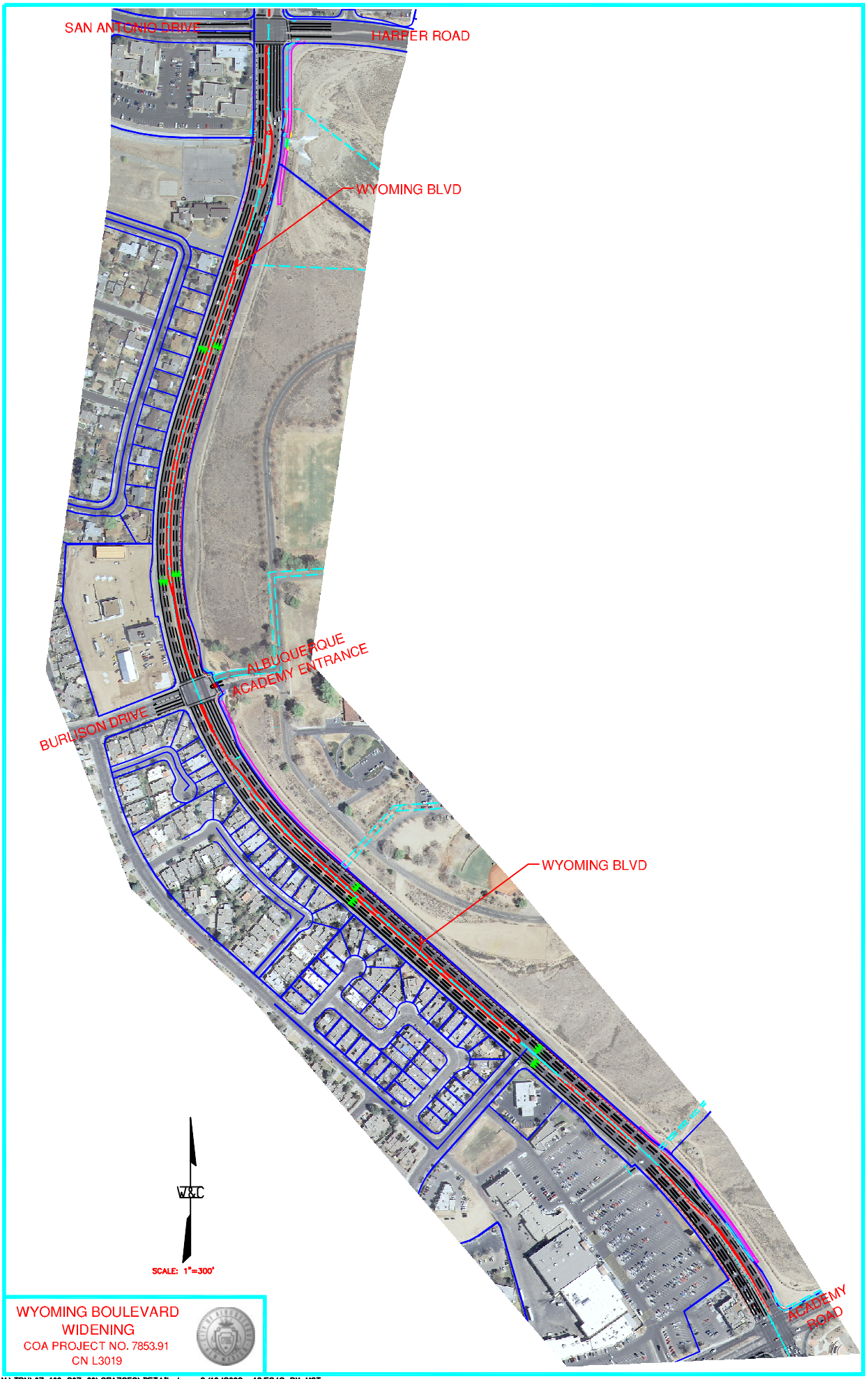

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WIDENING
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CN L3019

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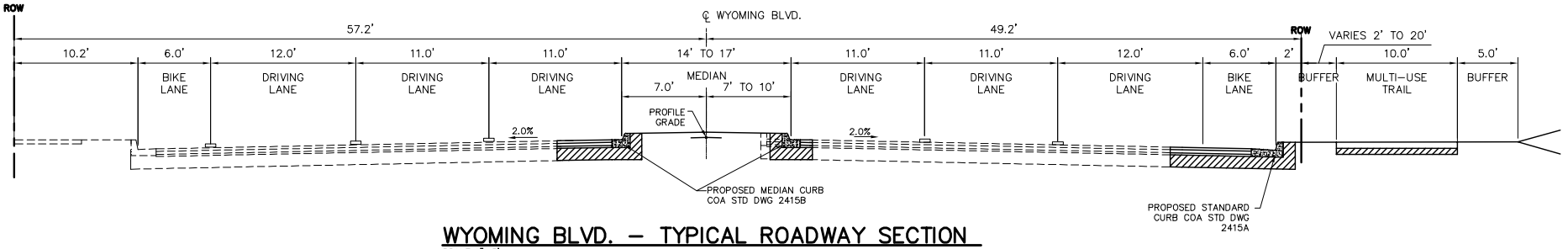
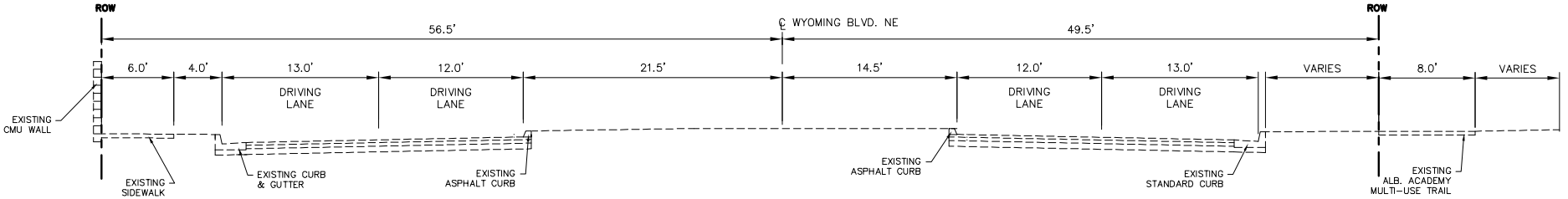


WYOMING BLVD. – TYPICAL ROADWAY SECTION

SCALE: 1"=5'

MAINLINE ROADWAY FROM ACADEMY ROAD TO SAN ANTONIO DRIVE/HARPER ROAD

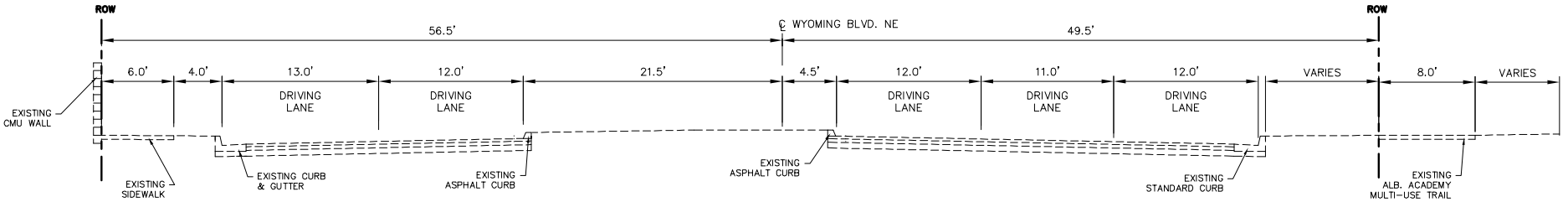
PROPOSED TYPICAL ROADWAY SECTIONS
Wyoming Boulevard Widening
City of Albuquerque
Project No. 7853.91
CN L3019



WYOMING BLVD. NE – EXISTING TYPICAL ROADWAY SECTION ③

SCALE: 1"=5'

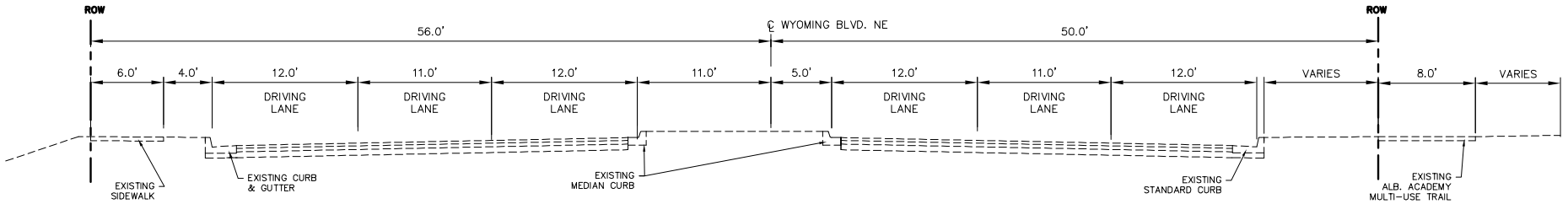
BURLISON DRIVE TO SAN ANTONIO DRIVE/HARPER ROAD



WYOMING BLVD. NE – EXISTING TYPICAL ROADWAY SECTION ②

SCALE: 1"=5'

CUBERO DRIVE TO BURLISON DRIVE



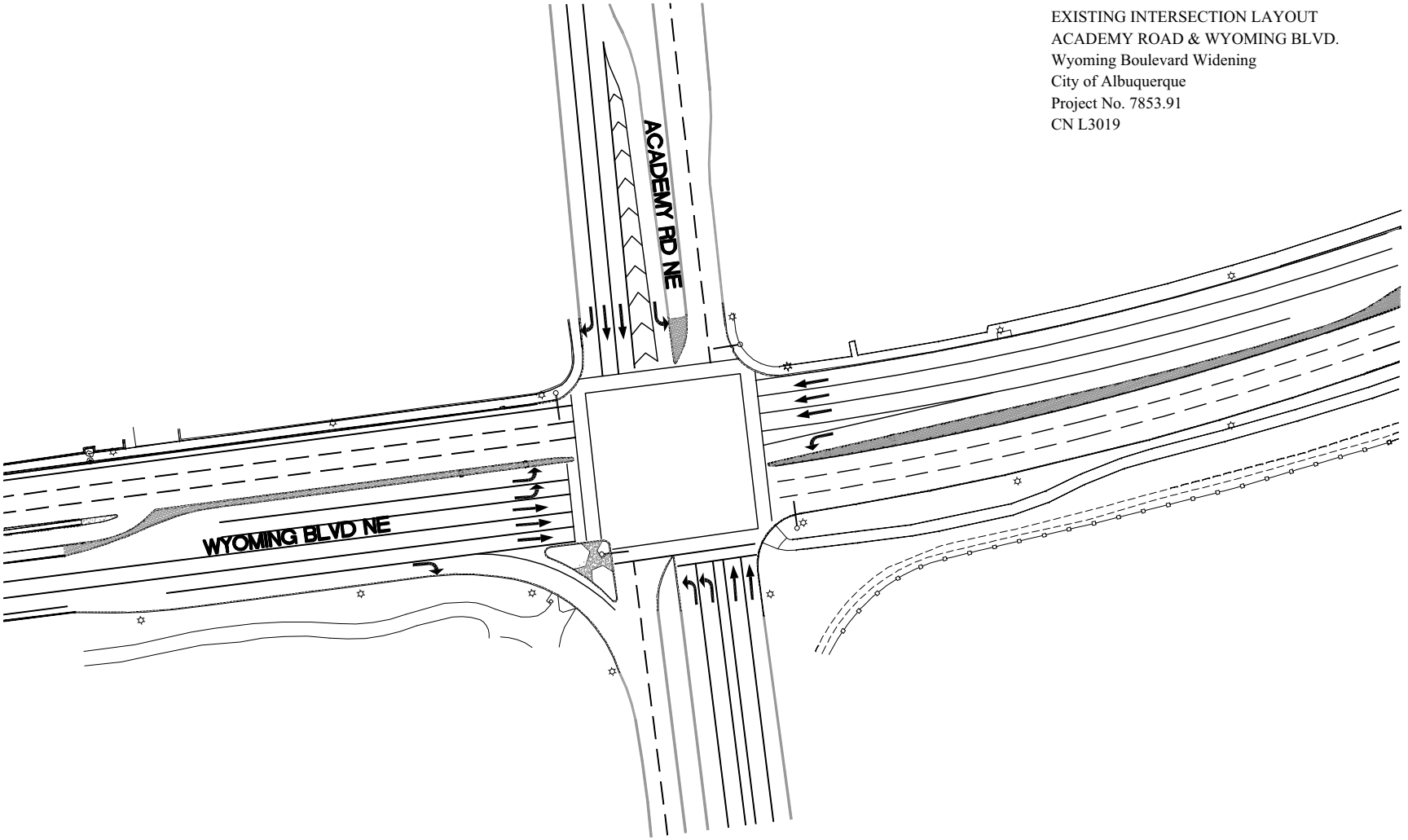
WYOMING BLVD. NE – EXISTING TYPICAL ROADWAY SECTION ①

SCALE: 1"=5'

ACADEMY ROAD TO CUBERO DRIVE

EXISTING TYPICAL ROADWAY SECTIONS
Wyoming Boulevard Widening
City of Albuquerque
Project No. 7853.91
CN L3019

EXISTING INTERSECTION LAYOUT
ACADEMY ROAD & WYOMING BLVD.
Wyoming Boulevard Widening
City of Albuquerque
Project No. 7853.91
CN L3019



GRAPHIC SCALE

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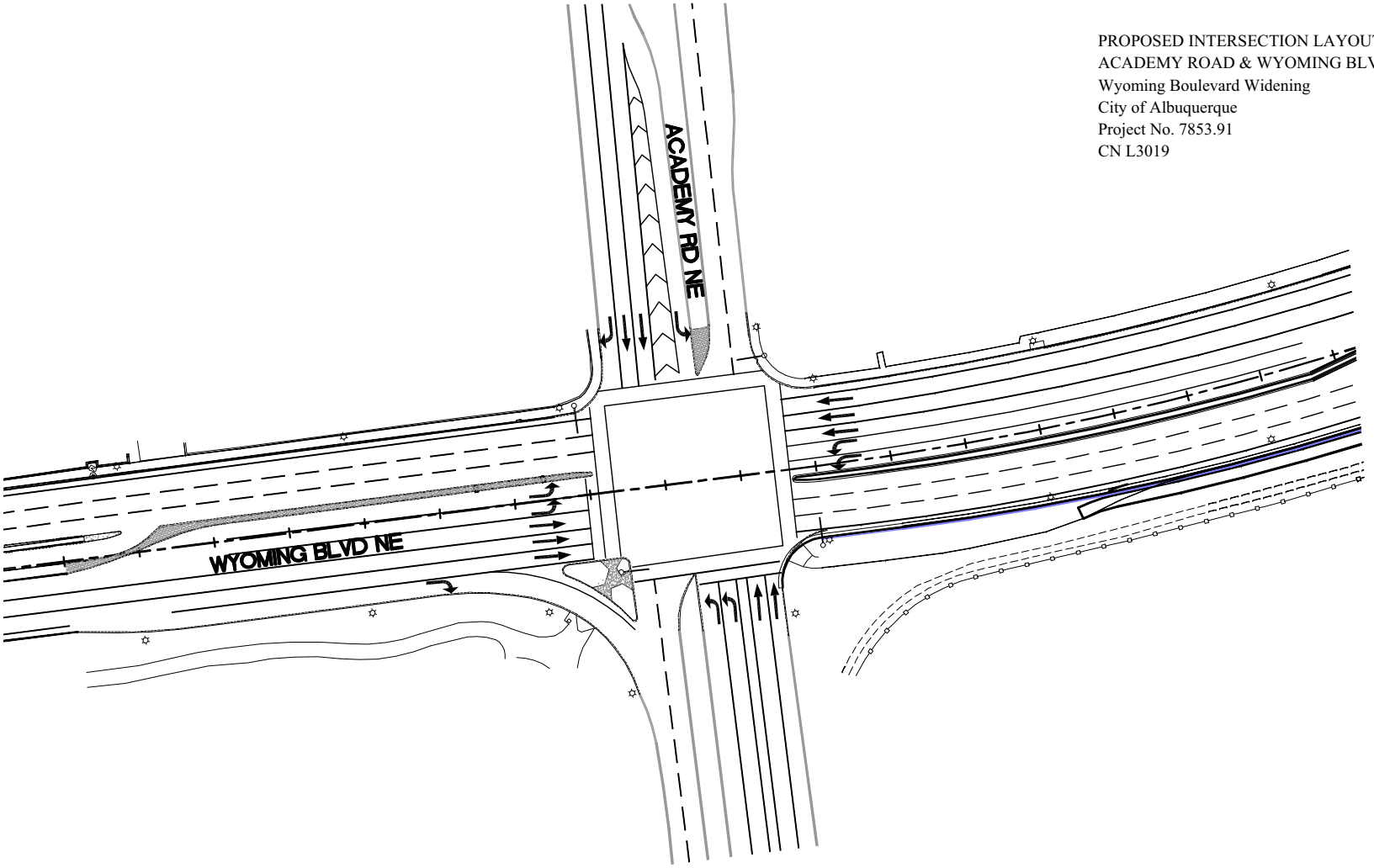
(IN FEET)
1 inch = 40 ft.

PROPOSED INTERSECTION LAYOUT
ACADEMY ROAD & WYOMING BLVD.
Wyoming Boulevard Widening
City of Albuquerque
Project No. 7853.91
CN L3019



GRAPHIC SCALE

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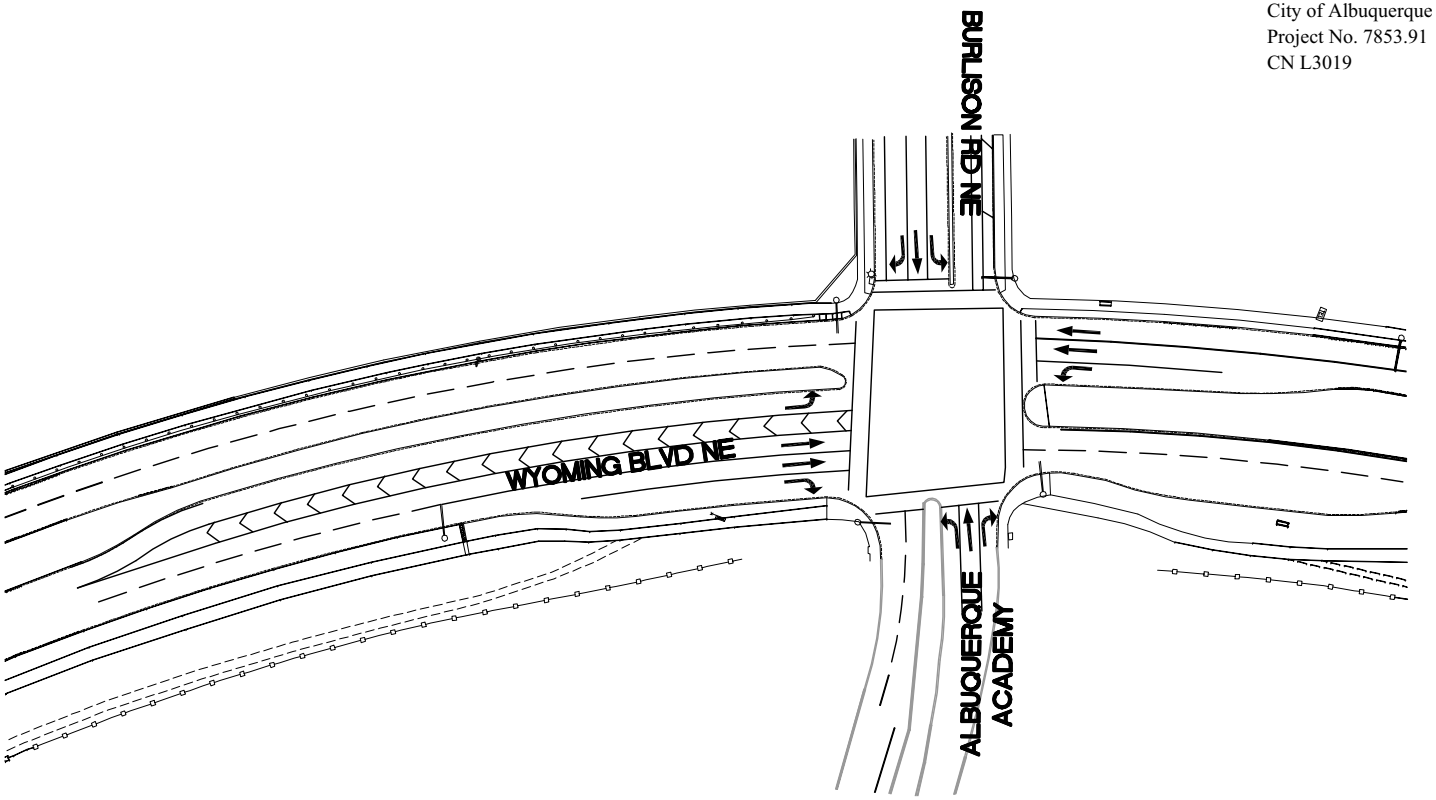
(IN FEET)
1 inch = 40 ft.

EXISTING INTERSECTION LAYOUT
BURLISON ROAD & WYOMING BLVD.
Wyoming Boulevard Widening
City of Albuquerque
Project No. 7853.91
CN L3019



GRAPHIC SCALE

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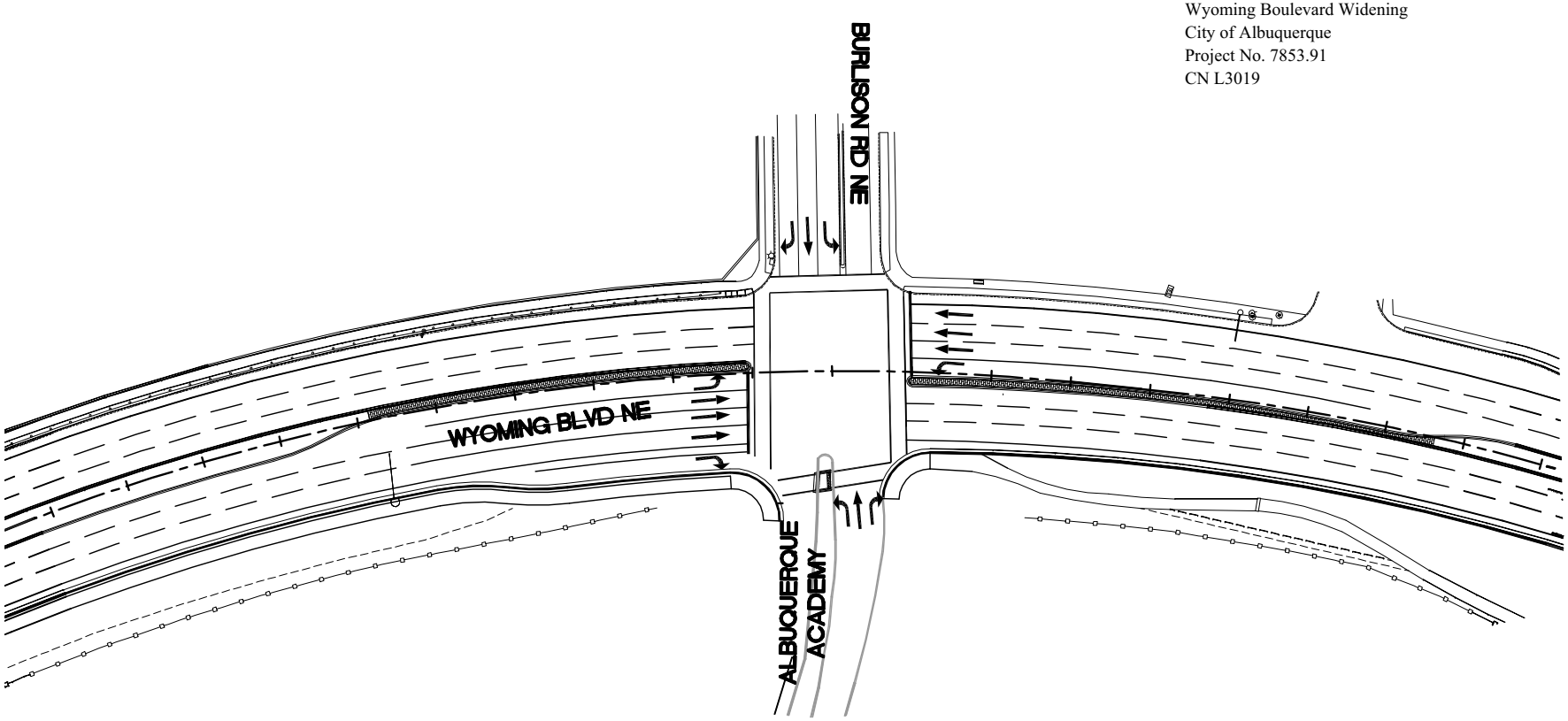
(IN FEET)
1 inch = 40 ft.

PROPOSED INTERSECTION LAYOUT
BURLISON ROAD & WYOMING BLVD.
Wyoming Boulevard Widening
City of Albuquerque
Project No. 7853.91
CN L3019



GRAPHIC SCALE

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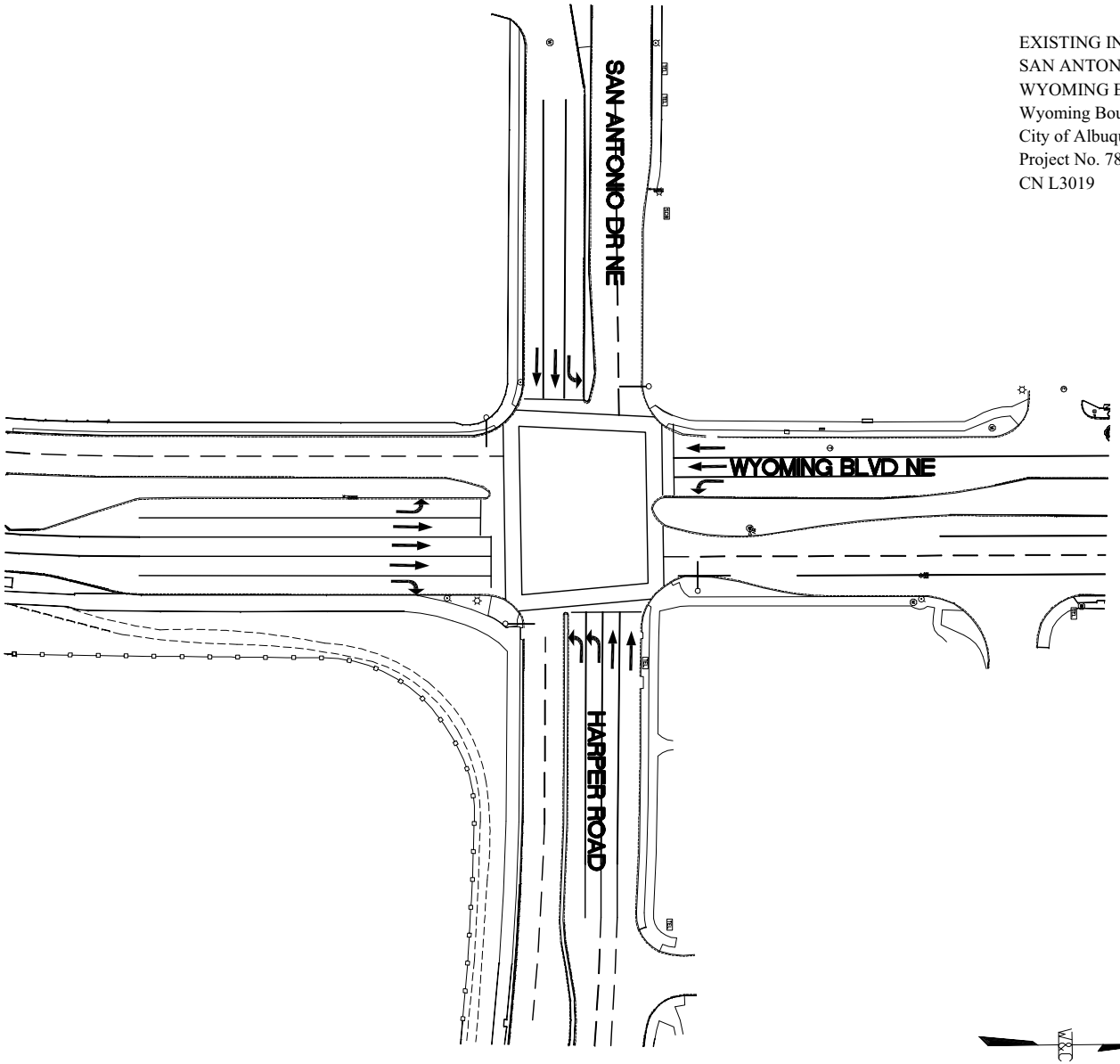
(IN FEET)
1 inch = 40 ft.

EXISTING INTERSECTION LAYOUT
SAN ANTONIO DRIVE/HARPER ROAD &
WYOMING BLVD.
Wyoming Boulevard Widening
City of Albuquerque
Project No. 7853.91
CN L3019



GRAPHIC SCALE

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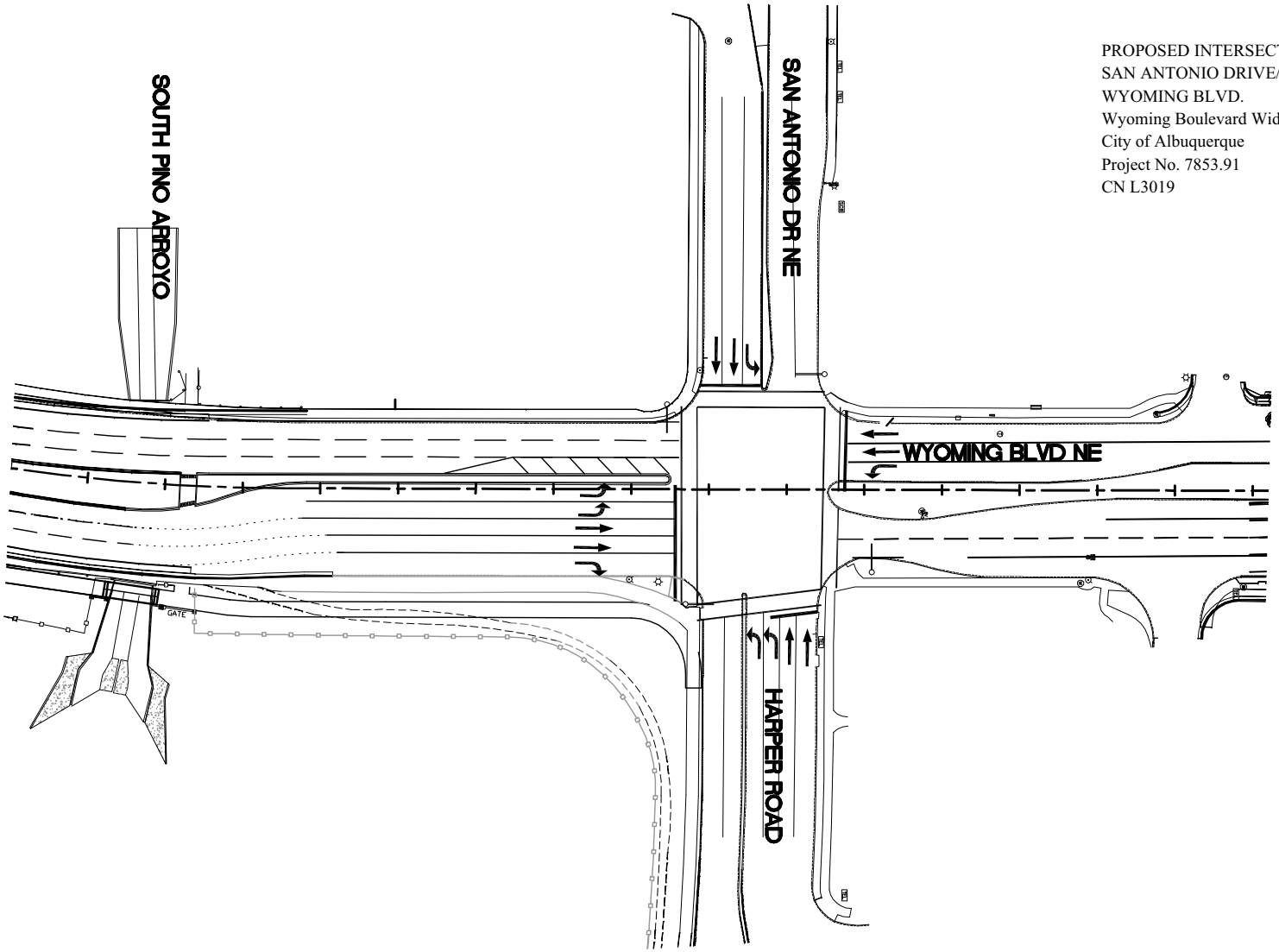
(IN FEET)
1 inch = 40 ft.

PROPOSED INTERSECTION LAYOUT
SAN ANTONIO DRIVE/HARPER ROAD &
WYOMING BLVD.
Wyoming Boulevard Widening
City of Albuquerque
Project No. 7853.91
CN L3019



GRAPHIC SCALE

20 0 10 20 40 80

(IN FEET)
1 inch = 40 ft.

APPENDIX C

Project Corridor Photographs

Photograph C1 Wyoming Boulevard north of Academy Boulevard.

Photograph C2 Wyoming Boulevard north of Burlison Drive.

Photograph C3 Wyoming Boulevard and Academy Boulevard intersection.

Photograph C4 Wyoming Boulevard and Burlison Drive intersection.

Photograph C5 Wyoming Boulevard and San Antonio Drive / Harper Road intersection.

Photograph C6 Commercial land use along Wyoming Boulevard.

Photograph C7 Office land use along Wyoming Boulevard.

Photograph C8 School land use (the Albuquerque Academy) along Wyoming Boulevard.

Photograph C9 Undeveloped land at the Albuquerque Academy along Wyoming Boulevard.

Photograph C10 Residential land use along Wyoming Boulevard.

Photograph C11 Shell/Circle K on Harper Road approximately 0.1 miles east of Wyoming.

Photograph C12 Walgreens on Harper Road approximately 0.05 miles east of Wyoming.

Photograph C13 Chevron and Goodyear on San Antonio approximately 0.2 miles west of Wyoming.

Photograph C14 Bestway Cleaners on San Antonio approximately 0.2 miles west of Wyoming.

APPENDIX D

Traffic Analyses and Data

Existing Traffic Conditions and Intersection Levels of Service (LOS)

The Highway Capacity Manual (HCM 2000) defines operational measures of effectiveness for all types of roadways and junctions in terms of qualitative Levels of Service. Each intersection control is measured in terms of average vehicle delay, in seconds, for each approaching vehicle. Control delay is the sum of the deceleration, queue, stop, and acceleration delays, computed for each approach movement. See Table1 for the signalized intersection Level of Service definition criteria.

TABLE 1 – SIGNALIZED DELAY & LEVEL OF SERVICE CRITERIA

Level of Service	Delay per Vehicle	Definition
A	Less than 10.0 Sec	Very Low Delay – Free Flow
B	10.1 to 20.0 Sec	Minimal Delays - Good Progression
C	20.1 to 35.0 Sec	Moderate Delay
D	35.1 to 55 Sec	Significant Delay
E	55.1 to 80.0 Sec	High Delay
F	Greater than 80.0	Excessive Delay

Urban areas typically assign an overall level of service (LOS) D or higher as the desirable base condition for intersection operations. However, LOS E may be acceptable for certain low volume approaches or minor movements, especially where a higher level of service may significantly degrade a major movement or where the default is LOS E based upon the intersection cycle length or low approach volumes. LOS D or higher is the desired approach level of service for urban un-signalized intersections; however, lower service levels may be acceptable for very low volume approaches.

A series of assumptions must be made for all signalized and un-signalized level of service analyses. For this study, the following analysis assumptions were made, and then applied to existing and forecast analyses:

- Saturation Flow Rate: 1900 pcphpl
- Roadway Grades: Flat grades
- Arrival Type: Random
- Area Type: Non-Central Business District (CBD)
- Peak Hour Factor – 0.92

Table 2, 3 and 4 show the results of the Synchro analysis for the 2008 Existing, 2030 No Build and 2030 Build Alternative, respectively.

Table 2- Signalized Intersections Performance Measure
2008 Existing AM (PM) Peak Hour Performance

Intersection	Eastbound			Westbound			Northbound			Southbound		
San Antonio/Harper & Wyoming Blvd (SIGNALIZED)												
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Delay (sec)	138.2 (272.5)	40.9 (104.6)		96.2 (69.6)	47.6 (35.0)		114.4 (37.9)	23.5 (30.1)	4.9 (13.0)	62.6 (79.6)	50.6 (40.6)	
LOS	F (F)	D (F)		F (E)	D (D)		F (D)	C (C)	A (B)	E (E)	D (D)	
Volume/ Capacity Ratio (v/c)	0.96 (1.46)	0.86 (1.12)		0.90(0.70)	0.83 (0.36)		1.04(0.36)	0.29 (0.78)	0.07 (0.36)	0.50 (0.73)	1.00 (0.86)	
Approach Delay (sec)	51.2 (135.9)			57.9 (46.6)			50.8 (28.5)			51.0 (49.9)		
Approach LOS	D (F)			E (D)			D (C)			D (D)		
Burilson Dr & Wyoming Blvd (SIGNALIZED)												
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Delay (sec)	44.4 (56.6)	49.4 (42.3)	31.7 (24.8)	56.8 (41.6)	46.3 (38.7)	11.3 (15.0)	31.9 (42.9)	21.8 (10.8)	4.5 (3.2)	4.7 (8.9)	5.7 (13.6)	
LOS	D (E)	D (D)	C (C)	E (D)	D (D)	B (B)	C (D)	C (B)	A (A)	A (A)	A (B)	
Volume/ Capacity Ratio (v/c)	0.20 (0.71)	0.51 (0.27)	0.44 (0.41)	0.66 (0.20)	0.32 (0.07)	0.26 (0.08)	0.64 (0.78)	0.68 (0.65)	0.11 (0.06)	0.13 (0.11)	0.72 (0.76)	
Approach Delay (sec)	39.5 (38.4)			40.0 (34.1)			21.5 (15.0)			5.6 (13.5)		
Approach LOS	D (D)			D (C)			C (B)			A (B)		
Academy Rd & Wyoming Blvd (SIGNALIZED)												
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Delay (sec)	36.6 (47.1)	45.8 (164.0)	25.3 (16.3)	36.7 (24.8)	73.2 (31.7)		93.4 (54.3)	34.3 (37.7)	0.2 (0.3)	116.9 (190.7)	48.6 (33.6)	
LOS	D (D)	D (F)	C (B)	D (C)	E (C)		F (D)	C (D)	A (A)	F (F)	D (C)	
Volume/ Capacity Ratio (v/c)	0.47 (0.69)	0.69 (1.27)	0.58 (0.46)	0.81 (0.47)	1.03 (0.63)		0.99 (0.73)	0.75 (0.84)	0.15 (0.20)	1.07 (1.29)	0.92 (0.79)	
Approach Delay (sec)	38.2 (124.2)			62.3 (30.1)			41.5 (35.3)			58.2 (66.3)		
Approach LOS	D (F)			E (C)			D (D)			E (E)		

() Denotes PM

TABLE 3 – Implementation Year 2030 No Build
Delay and Level of Service (LOS) Analysis

Intersection	Eastbound			Westbound			Northbound			Southbound		
San Antonio/Harper & Wyoming Blvd (SIGNALIZED)												
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Delay (sec)	126.1 (197.0)	37.3 (98.3)		83.1 (734.8)	92.0 (38.1)		301.3 (727.9)	10.3 (80.9)	0.3 (11.0)	40.8 (201.5)	74.9 (415.1)	
LOS	F (F)	D (F)		F (F)	F (D)		F (F)	B (F)	A (B)	D (F)	E (F)	
Volume/ Capacity Ratio (v/c)	0.96 (1.28)	0.89 (1.10)		0.90 (1.32)	1.08 (0.62)		1.17 (1.26)	0.63 (1.07)	0.12 (0.52)	0.20 (1.27)	1.06 (1.24)	
Approach Delay (sec)	47.1 (116.8)			90.1 (270.9)			101.5 (176.7)			73.6 (150.8)		
Approach LOS	D (F)			F (F)			F (F)			E (F)		
Burilson Dr & Wyoming Blvd (SIGNALIZED)												
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Delay (sec)	39.3 (60.2)	49.5 (41.7)	43.9 (30.8)	71.8 (42.1)	38.2 (38.4)	9.4 (14.4)	46.0 (60.2)	8.1 (6.4)	0.3 (0.2)	5.3 (2.0)	14.7 (20.2)	
LOS	D (E)	D (D)	D (C)	E (D)	D (D)	A (B)	D (E)	A (A)	A (A)	A (A)	B (C)	
Volume/ Capacity Ratio (v/c)	0.29 (0.79)	0.74 (0.29)	0.79 (0.48)	0.81 (0.27)	0.23 (0.09)	0.20 (0.10)	0.70 (0.92)	0.61 (0.70)	0.10 (0.15)	0.33 (0.17)	0.86 (1.02)	
Approach Delay (sec)	45.5 (42.5)			42.4 (34.3)			10.7 (12.9)			14.3 (19.9)		
Approach LOS	D (D)			D (C)			B (B)			B (B)		
Academy Rd & Wyoming Blvd (SIGNALIZED)												
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Total Delay (sec)	28.2 (44.7)	38.5 (111.3)	17.2 (16.7)	25.1 (53.1)	58.8 (40.0)		90.4 (61.9)	46.9 (85.5)	0.2 (0.3)	71.0 (118.6)	46.4 (27.5)	
LOS	C (D)	D (F)	B (B)	C (D)	E (D)		F (E)	D (F)	A (A)	E (F)	D (C)	
Volume/ Capacity Ratio (v/c)	0.38 (0.72)	0.51 (1.14)	0.45 (0.46)	0.70 (0.82)	1.00 (0.76)		0.98 (0.85)	0.90 (1.08)	0.15 (0.23)	0.97 (1.17)	1.00 (0.89)	
Approach Delay (sec)	30.6 (86.5)			48.7 (43.1)			49.6 (68.9)			49.9 (46.4)		
Approach LOS	C (F)			D (D)			D (E)			D (D)		

() Denotes PM

TABLE 4 – Implementation Year 2030 Full Build
Delay and Level of Service (LOS) Analysis

Intersection	Eastbound			Westbound			Northbound			Southbound		
San Antonio/Harper & Wyoming Blvd (SIGNALIZED)												
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Total Delay (sec)	96.2 (185.4)	32.4 (71.0)		52.2 (229.5)	55.5 (39.0)		56.5 (103.1)	9.2 (26.8)	0.5 (10.3)	44.0 (99.6)	45.0 (168.3)	
LOS	F (F)	C (E)		D (F)	E (D)		E (F)	A (C)	A (B)	D (F)	D (F)	
Volume/ Capacity Ratio (v/ c)	0.84 (1.0)	0.86 (1.04)		0.60 (1.02)	0.95 (0.62)		0.88 (1.03)	0.47 (0.90)	0.12 (0.57)	0.23 (0.95)	0.92 (1.0)	
Approach Delay (sec)	39.5 (92.4)			54.8 (102.6)			23.5 (36.7)			45.0 160.8)		
Approach LOS	D (F)			D (F)			C (D)			D (F)		
Burilson Dr & Wyoming Blvd (SIGNALIZED)												
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Total Delay (sec)	37.5 (54.5)	45.0 (40.3)	36.6 (26.6)	49.2 (40.4)	36.4 (37.1)	8.4 (13.8)	34.2 (48.9)	2.1 (2.4)	0.2 (0.2)	5.1 (2.6)	10.1 (10.1)	
LOS	D (D)	D (D)	D (C)	D (D)	D (D)	A (B)	C (D)	A (A)	A (A)	A (A)	B (B)	
Volume/ Capacity Ratio (v/ c)	0.29 (0.76)	0.73 (0.28)	0.75 (0.45)	0.67 (0.25)	0.23 (0.09)	0.20 (0.09)	0.58 (0.81)	0.43 (0.49)	0.10 (0.15)	0.28 (0.14)	0.61 (0.74)	
Approach Delay (sec)	39.8 (38.3)			33.0 (33.0)			4.6 (8.3)			9.9 (10.0)		
Approach LOS	D (D)			C (C)			A (A)			A (A)		
Academy Rd & Wyoming Blvd (SIGNALIZED)												
	Left	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**	**Left**	**Thru**	**Right**
Total Delay (sec)	28.2 (28.8)	38.5 (60.1)	17.4 (14.8)	25.1 (47.4)	58.8 (35.1)		90.4 (81.5)	37.2 (150.0)	0.2 (0.3)	48.7 (73.8)	48.0 (34.1)	
LOS	C (C)	D (E)	B (B)	C (D)	E (D)		F (F)	D (F)	A (A)	D (E)	D (C)	
Volume/ Capacity Ratio (v/ c)	0.38 (0.60)	0.51 (0.99)	0.45 (0.43)	0.70 (0.80)	1.0 (0.68)		0.98 (0.96)	0.81 (0.97)	0.15 (0.23)	0.62 (0.99)	1.0 (0.97)	
Approach Delay (sec)	30.6 (48.3)			48.7 (38.0)			42.9 (116.0)			48.1 (42.4)		
Approach LOS	C (D)			D (D)			D (F)			D (D)		

() Denotes PM

Roadway Segment Analysis

The Highway Capacity Manual (HCM) provides a methodology for analyzing urban streets. The urban street level of service (LOS) criteria is based on average travel speed and urban class. It should be noted that if demand volume exceeds the capacity at any point on the facility, the average speed might not be a good measure of the LOS. Also, when segmenting the urban street, consideration should be given to the extent of the urban street generally at least 1 mile is necessary in a downtown area and 2 miles in other areas. The LOS criteria and the street classification from the Highway Capacity Manual 2000 edition are shown in Table 5.

Table 5 - Urban Street Level of Service by Class

Urban Street Class	I	II	III	IV
Range of free-flow Speeds (FFS)	55 to 45 mi/h	45 to 35 mi/h	35 to 30 mi/h	35 to 25 mi/h
Typical FFS	50 mi/h	40 mi/h	35 mi/h	25mi/h
LOS	Average Travel Speed (mi/h)			
A	> 42	> 35	> 30	> 25
B	> 34-42	> 28-35	> 24-30	> 19-25
C	> 27-34	> 22-28	> 18-24	> 13-19
D	> 21-27	> 17-22	> 14-18	> 9-13
E	> 16-21	> 13-17	> 10-14	> 7-9
F	≤ 16	≤ 13	≤ 10	≤ 7

From Highway Capacity Manual 2000 ed.

For this study, the segment of Wyoming Blvd between San Antonio/Harper and Academy meets the above category, and was classified as an urban street Class II. The total segment length is 1.06 miles. This segment was analyzed using the HCS+ TM software. Table 6 summarizes the results of the analysis for the 2008 Existing Condition, 2030 No Build and 2030 Build conditions.

Table 6 - Urban Street Level of Service
Wyoming Blvd between San Antonio and Academy

	2008 Existing		2030 NO Build		2030 Bulid	
	Travel Speed (mi/h)	LOS	Travel Speed (mi/h)	LOS	Travel Speed (mi/h)	LOS
Wyoming Blvd (North-bound)	10.2	F	12.3	F	19.7	D
Wyoming Blvd (South-bound)	9.7	F	12.1	F	19.0	D

ACCIDENT SUMMARY SHEET

INTERSECTION/SEGMENT: WYOMING BLVD (BETWEEN SAN ANTONIO AND ACADEMY)

ROUTE NB AND SB LANES	YEAR 2005		YEAR 2006		YEAR 2007		TOTAL	
MP TO MP XXXX	No. 43	28%	No. 51	33%	No. 59	39%	No. 153	% 100
ACCIDENT TYPE								
Fixed Object	2	5	1	2			3	2
Right Angle							0	0
Rear End	19	44	21	41	28	47	68	44
Backing							0	0
Sideswipe: Same Direction	12	28	14	27	22	37	48	31
Sideswipe: Opposite Direction							0	0
Head On							0	0
Left Turn	6	14	10	20	5	8	21	14
Parked Vehicle/Parking Maneuver							0	0
Overturn			1	2			1	1
Driveway/Driveway Maneuver	4	9	3	6	3	5	10	7
Pedestrian/Bicyclist					1	2	1	1
Other			1	2			1	1
ACCIDENT SEVERITY								
Property Damage Only (PDO)	29	67	33	65	39	66	101	66
Injury/Non-Fatal	14	33	18	35	20	34	52	34
Fatal							0	0
ROAD CONDITIONS								
Dry/Clear	41	95	48	94	55	93	144	94
Wet	2	5	3	6	3	5	8	5
Snowy/Icy					1	2	1	1
Other							0	0
LIGHTING								
Daylight	35	81	37	73	47	80	119	78
Darkness	5	12	11	22	10	17	26	17
Dawn or Dusk	3	7	3	6	2	3	8	5
PROBABLE CAUSE								
Following Too Close	10	23	11	22	14	24	35	23
Driver Inattention	16	37	20	39	20	34	56	37
Excess Speed/Too Fast For Conditions							0	0
Avoid Other Vehicle	1	2	1	2			2	1
Improper Driving	12	28	12	24	14	24	38	25
Failure to use Turn Signal							0	0
Failure to Yield R.O.W.	3	7	5	10	2	3	10	7
Disregard Traffic Control Device	1	2			4	7	5	3
Under Influence Alcohol			1	2	2	3	3	2
Mechanical Defect			1	2	3	5	4	3
Pedestrian Error							0	0
Road Defect/Construction Activity							0	0
Other							0	0
ALCOHOL INVOLVEMENT								
Sobriety Unknown	6	14	4	8	10	17	20	13
Had Been Drinking					2	3	2	1
Had Not Been Drinking	37	86	47	92	47	80	131	86

APPENDIX E

Agency Correspondence

CITY OF ALBUQUERQUE

January 15, 2009

Ms. Gwyneth Duncan
Local Government Environmental Liaison
NMDOT Environmental Design
P.O. Box 1149 Room 213
Santa Fe, NM 87504-1149

Re: **Wyoming Widening Project Noise Study**
COA Project: 7853.91
NMDOT Project: CN L3019 and MAP-4061(901)06

Dear Ms. Duncan:

The City of Albuquerque is planning to widen Wyoming from 4 lanes to 6 lanes with bicycle lanes. The Wyoming Widening Project, Phase I limits are from Academy to San Antonio/Harper. This project is located in and maintained by the City of Albuquerque (City).

In preparation of the Environmental Assessment for this project, it is the opinion of the City of Albuquerque that a noise analysis is not warranted. This opinion is based on the fact that the driving lanes will be added to the inside median and traffic lanes will not be placed any closer to existing noise receptors. This decision is for this project only and is not intended to set any precedent for future projects.

Should you have any questions or comments, please call me at 768-2791, or John Hartmann at 768-3679.

Sincerely,

Manh Tran
Project Manager

Xc: Melissa Lozoya, COA
John Hartmann, COA
Chuck Thompson, COA
Savina Garcia, Wilson & Company
Eric Johnson, Marron & Associates

PO Box 1293
Albuquerque
NM 87103
www.cabq.gov

Subject: FW: Wyoming Widening Project
Date: Monday, March 2, 2009 3:39 PM
From: Tran, Manh D. <MTran@cabq.gov>
To: "Garcia, Savina G" <Savina.Garcia@wilsonco.com>, Eric Johnson <eric@marroninc.com>

FYI

Manh Tran

From: Jones, Doug, NMDOT [mailto:Doug.Jones@state.nm.us]
Sent: Monday, March 02, 2009 3:21 PM
To: Tran, Manh D.
Subject: RE: Wyoming Widening Project

Manh-
Environmental Geology Bureau concurs with the findings and recommendations of your consultant. No further HazMat investigation is warranted from the information available. I will get the formal letter out this week.

Doug Jones
Geoscientist
Environmental Geology Bureau
New Mexico Department of Transportation
PO Box 1149 Rm 126
Santa Fe, NM 87504
(505) 827-5376
http://nmshtd.state.nm.us/main.asp?secid=14483

From: Tran, Manh D. [mailto:MTran@cabq.gov]
Sent: Monday, March 02, 2009 1:42 PM
To: Jones, Doug, NMDOT
Cc: Moore, Audrey J., NMDOT
Subject: RE: Wyoming Widening Project

Sorry,
forgot the attachment.

APPENDIX F

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